
'For Years I

ple to
take

TT'S
—the difference between
T "THE FISHMAN WITH
Of all Chemists

PEARS, LTD.,
SOAPMAKERS to their Majesties
AND THE QUEEN.

brought to Messrs. A. & F. Pears, Ltd.,
 us to their Specialties are being offered
 they have authorized Messrs. F.
 67, Bourke-street, Melbourne, their
 of PEAR'S SOAP, to take legal pro-
 cessors infringing their Labels, Trade

A. & F. PEARS, LTD.

RY, BUT ALL AGREE
K'S WORCESTERSHIRE
SAUCE
SURPASSED.

S VITALITY PILLS.
S VITALITY PILLS.

EN TO YOU? DO YOU ENJOY IT?
STRONG, HEALTHY, able to ENJOY IT. Or are
you LUMPY ENJOYMENT? If you are in this condition
K'S that maintain the system, no matter what may be
the cause of your weakness there is only ONE means of cure.

YOUR VITALITY.

[illegible]

3. Advise tenders. Visited to tender during the
 4. ADVANCE FIRM. Note the address:
 5. CONSULTANT CHEMIST,
 6. 100 MELBOURNE, VICTORIA.
 7. PASS THE DOOR.
 8. DRUG COMPANY, O'CONNELL STREET, STONEY.

L TREATMENT

1. istic headache, and indigestion, does not involve the
 2. natic purgative. Give Nature a chance.
 3. they will give a Sippo to the sluggish liver. That
 4. all the trouble. Physicians have promised
 5. years.

E'S PILLS

6. MELBOURNE.
 7. 1 1/4 and 2/9 per box.

PRODUCE AND PROVISIONS.
MALT VINEGAR, in bulk and bottle. Monk's
 Gas Works, Henderson-st., Alameda. All give
QUANTITY could not possibly be better
 "PINEAPPLE" BACON and HAM.

SCOTT'S EMULSION

The Emulsion which brought back health and spirits to Mrs. Spicer was **SCOTT'S**, and if you desire exactly the same results you will be wise to procure exactly the same Emulsion—**SCOTT'S**—with "the Fishman with the Fish" on the package. **SCOTT'S** Emulsion is different from every other emulsion in being made of the finest quality Lofoten cod liver oil by the original perfected **SCOTT** process—two points which place **SCOTT'S** far ahead of all its competitors. Therefore, when purchasing don't ask for "Emulsion;" ask for and get

Of all Chemists and Dealers in Medicines.

THE KING AND THE QUEEN.

THE LARGEST STOCK OF BOOKS
UNDER ONE ROOF IN THE SOUTH SEABOARD.
DYMOCK'S BOOK ARCADE,
23 GEORGE STREET (BETWEEN KING AND MARKET STS.)

DR. RENTEL'S VITALITY PILLS.

INCREASE YOUR VITALITY.
INCREASE YOUR VITALITY.
turns the SYSTEM, thus causing perfect functional health, capable of meeting any demand. To the
DEBILITATED—so those afflicted with NERVES and allied complaints—the remedy is here—
THE SYDNEY BOOK CLUB
WILL BE CLOSED ON MONDAY, THE 24th INST.

PROVEN POSITIVE, PERMANENT.

PROVEN POSITIVE, PERMANENT.

Dr. REITEL'S VITALITY PILLS give INCREASED VITALITY with every dose—they

OUR POPULAR GOVERNOR.

MUNICIPAL COUNCIL NOT

S. H. HENSHALL, CONSULTANT CHEMIST,
86 CLARENCE-STREET, SOUTH MELBOURNE, VICTORIA.
TRAFFIC PAIR THE DOOR.
ALSO OBTAINABLE AUSTRALIAN DRUG COMPANY, O'CONNELL-STREET, SYDNEY.

Cockle's Pills for more than one hundred years.

COCKLE'S PILLS

BANISH BILIOUSNESS.

THE GREATEST Fire & Accident INSURANCE COMPANY in the World

GREAT BRITAIN. AMERICA. AUSTRALIA.

INVESTED FUNDS, £14,298,499

(OVER SEVENTY MILLIONS OF DOLLARS).

Of which \$10,000,000 are invested in the United States, and
over \$5,000,000 in the Colonies.

ANNUAL REVENUE, £5,107,166

(OVER TWENTY-FIVE MILLION DOLLARS).



ROYAL INSURANCE BUILDINGS,
LIVERPOOL.



ROYAL INSURANCE BUILDINGS,
NEW YORK.

**FIRE,
SICKNESS,**



**ACCIDENT,
PUBLIC RISK,**

EMPLOYERS' LIABILITY, Etc.

THE POPULAR FAVOURITE EVERYWHERE,

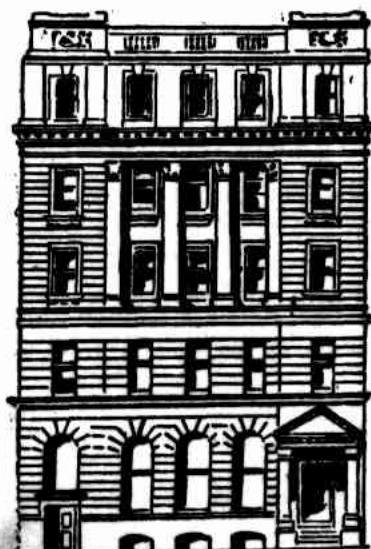
BECAUSE OF ITS ENORMOUS FINANCIAL RESOURCES, AND ITS REPUTATION FOR FAIR DEALING AND PROMPT TRANSACTION OF BUSINESS.

New South Wales Office : 74 PITT ST., SYDNEY.

(Pending the Early Erection of Their Own New Building on the Site Presently Occupied by Messrs. Brown and Co., at the Junction of Pitt and Spring Streets).

HENRY F. FRANCIS, Local Manager.

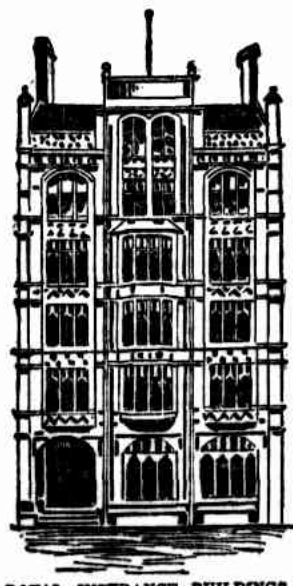
J. F. MITCHELL, Assistant Local Manager.



DESIGN BY MESSRS. KENT AND BUDEN FOR
NEW SYDNEY OFFICES.



ROYAL INSURANCE BUILDINGS, LONDON.



ROYAL INSURANCE BUILDINGS,
MELBOURNE.

Please Communicate with
the Local Manager
regarding your

**FIRE OR CASUALTY
INSURANCE.**

SOCIETY SCANDAL.

AMERICAN ARMY LIFE.

SERIOUS ALLEGATIONS.

LONDON, Aug. 20. Captain Peter Hains, of the United States Artillery, who fatally shot Anna, a New York publisher, on the landing-stage of the Yacht Club, Long Island, the other day, was stationed at Fort Hamilton.

Captain Hains had sued for a divorce, and Mrs. Hains, on the advice of Anna, issued a counter petition for divorce, alleging grave misconduct on the part of her husband, involving several military officers.

Mrs. Hains declares that Thornton Hains, her brother-in-law, who is an author of "peny dreadfuls," is the villain of the tragedy.

Mrs. Hains also makes serious allegations with respect to army life at isolated posts.

All the parties are well-known people, and the case is attracting attention like that of Thaw's.

THE LUSITANIA'S STEAMING.

TWENTY-FOUR HOURS' RECORD.

LONDON, Aug. 20.

The Cunard liner Lusitania, while on the voyage to New York, steamed 650 nautical miles in 24 hours.

The previous best record of the Lusitania for a run of 24 hours was 645 knots, done on a voyage in the first week of July, as that record has now been broken by 5 knots. On that voyage, the New York correspondent of the London "Daily Telegraph" writes, under date of July 10: "The Cunard Company's liner Lusitania arrived here this morning, having broken all ocean records. The two new propellers, with four blades, provided at Liverpool, proved their value. As for the records captured, the time for the passage was 4 days 19 hours 36 minutes, which is 21 minutes faster than the previous record. The best day's run, made on Monday, was 643 knots, cutting the previous record by two knots. The average speed per hour was 25.61 sea miles, which is 15 better than the former record. Modern weather provided, with a slight mist, and light winds—ideal conditions for fast steaming. The great steamship ran along without a break, her speed each day varying only a little as she approached America. She came by the long course, 280 miles. The Lusitania arrived at Sandy Hook lightship at 2:11 a.m., and anchored at 2:45, when the ship's representatives, including the 'Daily Telegraph' representative, went aboard her, and after congratulations, 'Yes,' said Captain Watt, smiling, 'we have done very well, and we can do still better,' a remark which the engineer, also smiling, triumphantly and most heartily endorsed. 'Is it true that the vessel vibrates most unpleasantly when going at high speed?' the passengers were asked, and each and every one interviewed denied the charge. On Monday night the passengers enjoyed a deep-sea lunch party, with tennis, ra, and long, cooling drinks being served in the garden. The Rev. William Wilkinson, Curate of Wall-street, who holds daily services in New York's financial district, was one of the passengers. He went down among the stokers to-day, and gave them a sermon, and gave advice. They repaid him by giving cheers through their portholes as he walked down the gang-plank. The passengers passed a resolution expressing their delight at the manner in which the ship has behaved during the voyage.

ILLNESS OF DINIZULU.

BLOOD VESSEL BURSTS.

LONDON, Aug. 20.

Dinizulu, the Zulu chief, who has been committed for trial at Pietermaritzburg on a charge of treason and incitement to murder, yesterday burst a blood vessel.

His condition is serious, but not critical.

BLOCKADE OF VENEZUELA.

DUTCH PREPARATIONS.

LONDON, Aug. 20.

The Dutch Government is making naval preparations, but will suspend action in regard to the blockade of Venezuela until Mynheer J. H. van Rens, the Dutch Minister, who was expelled from Caracas, arrives at the Hague.

SOUTH AFRICAN MAIL.

134 DAYS' SERVICE WANTED.

LONDON, Aug. 21.

The South African colonies are unitedly inviting tenders for a mail service of 134 days from Southampton to Capetown. Under the terms of the proposed contract the subsidy will be increased if the Admiralty is entitled to purchase or hire the liners.

THE DAVIS CUP.

UNITED STATES TEAM.

LONDON, Aug. 20.

The American team for the first competition in the Davis Cup consists of Messrs. W. A. Larnard, Beale Wright, Hackett, and Alexander.

It was called a week ago that Mr. J. G. Ritchie and J. G. Parks would represent Great Britain.

No official information has yet been received by the Australian association as to whether the English and American teams intend to contest the preliminary round in Australia, or in America, and as a consequence nothing definite can be arranged by the local management committee. Mr. T. H. Hicks received letters from Mr. Poidevin and Mr. A. Wallis Myers, in both of which he was asked to be the probable personnel of the English team. Mr. Poidevin says that at time of writing Hicks' enthusiasm seemed to be shown over the matter. It did not seem likely that the Doberlys would make the trip. Ritchie would be available, and Ritchie, if he could spare the time, would, in the absence of Gore and Roper Barrett, be the best available. Parker and Powell he mentions as good players, and available, but none are likely to hold Norman Brooke. There is a possibility that the team would be fitted to send a moderate team. It would not cause surprise if England withdrew from the contest.

LANGUAGE EQUALITY.

LEGISLATION IN ORANGE RIVER COLONY.

LONDON, Aug. 20.

The Legislative Council of the Orange River Colony has read the second time a bill placing the English and Dutch languages on an equal footing as media of instruction.

AMERICAN LADY SMUGGLER.

PAYS \$50,000 FINE.

LONDON, Aug. 21.

Mrs. Jack Gardner, who is prominent in social circles in Boston, U.S.A., attempted to smuggle into America \$15,000 worth of art objects, alleging that they were goods which she had used in Europe. Upon detection, a fine of \$50,000, and duty amounting to \$5000, were imposed. The whole amount of \$50,000 was immediately paid.

THE OVERDUE ACON.

LONDON, Aug. 20.

The overdue steamer Acon, from San Francisco to Sydney, has been released at 10 guineas.

MONEY ADVANCED UPON ALL SECURITIES.

Mont de Piété D. and I. Coy., Ltd., 74 Castle-st., 74, Free Accident Insurance Policies given to the Trustees, O. Mgr.—Advt.

BRITISH FOREIGN POLICY.

SIGNIFICANT CONFERENCES.

MR. LLOYD GEORGE AT BERLIN.

LONDON, Aug. 21.

Mr. Lloyd George, Chancellor of the Exchequer, has arrived at Berlin. His secretary asserts that he has no political mission, and that no proposals are to be made, but the visit is not without political significance.

AN IMPROVED OTAKI.

LONDON, Aug. 21.

The New Zealand Shipping Company has ordered of W. Donny and Brothers, Dunbarton, a sister ship to the Otaki, recently launched, but longer and finer.

AIRSHIP MANOEUVRES.

SPECTACLE OVER BERLIN.

LONDON, Aug. 21.

The German military dirigible airship and the Farwell balloon yesterday manoeuvred for two hours above Berlin. They met over the Brandenburg Gate of the city, one 1800 ft above the other, and both then sailed down the line of the Unter der Linden to the Arsenal.

The German military "dirigible" has been constructed by Major Cross on the semi-rigid system. The chief disadvantage of the Zeppelin balloon is the rigidity of its construction. In contrast to this the airship of Major Cross is rigid in the steering gear or in the portions which ensure its stability. By this means it can be readily folded together. It adapts itself well for the purposes of transport, which is a material advantage with respect to its employment for military purposes. The form of this new airship differs in many respects from that of its rivals. A long cylinder terminates in front with a half-sphere, and in the rear it is egg-shaped.

The total length is 157 ft, the diameter 32 ft, and the cubic capacity 88,291 cubic feet. The cylindrical body of the airship contains three distinct gas holders, each of which is a separate balloon and beneath it two air bags placed one behind the other, to which atmospheric air is introduced in the necessary volumes; and, according to whether the air is directed into the front or the rear section, the upward or the downward motion of the balloon is controlled. The distribution of the air is effected by means of a fan which is driven by the motor, and which works constantly at work, and which means it through a hose. By means of an arrangement of valves, the air can be directed into the front or the rear of the air bags, and in this way the upward or downward motion, the air bags serve also, by a slight amount of inflation or deflation, to prevent the airship from pitching or rolling.

The steering is effected by means of a rudder which is situated in the rear of the airship, and which is actuated by means of a steering wheel situated in the front of the airship. The driving fan is composed of four blades made of strong canvas, and is actuated by a motor which is situated in the front of the airship. The fan is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

The airship is actuated by means of a motor which is situated in the front of the airship. The motor is actuated by means of a belt which is driven by the motor, and which is in turn driven by a belt which is driven by the motor.

SCHOOLBOY SHOTS.

LORD ROBERTS'S INTEREST.

LONDON, Aug. 20.

In the shooting competition for the challenge trophy presented by Lord Roberts for schoolboys of the Empire, Natal is at present leading with 497. England scored 450.

Friar, a New Zealand cadet, was introduced to Lord Roberts, who presented him with a match rifle, in commemoration of his visit to England and good shooting in the Chesham and Lady Guinness competitions, in both of which Friar was second.

NEWCASTLE.

COAL AND OTHER EXPORTS.

NEWCASTLE, Friday.

The following vessels cleared at the Customs-house to-day—Kurala, for Java, 4100 tons coal and seven horses; Ikonas, for Calcutta and Rangoon, via Okla, with 101 horses, one cow, four ponies, and three bags of coke; Warrego, for Rockhampton, Brisbane, via Sydney, with all; Le Maire, for Batavia, via Sydney, with 2000 tons coal; Casablanca, for Auckland, with 700 tons coal; Cyclops, for Port Pirie, via Wallaroo, with 6200 tons coal; Sydneyham, for Melbourne, via Sydney, with 1550 tons coal.

SMELTING RETURNS.

The ore treated at the Sulphide Works, Cockle Creek, during the week ended to-day, yielded 1410s of gold, 45,000s of silver, and 25 tons of lead.

WEEKLY COAL EXPORT.

The total quantity of coal exported from Newcastle during the week ended to-day, amounted to 72,244 tons. Commonwealth and New Zealand ports took 49,771 tons; while 22,473 tons were despatched to foreign

10

1. **1. *ma* 4a**

To begin
be taken

whose r
gers and

The co
1. To
(carryin
a.m., re
a.m. O
surround
ced by
Evans 1
2. To
(carryin

Katoombi
lunch. The
other sign
Wentwood
train W
A. Jen
from each
thence 1
and return
absent.

4. To
Leave C
castle 11
Sydney 2
In the
will be t
Domain
will be
steam fir
combined
con large

The en-
 is slow
 In the
 match, F
 Sydney C
 Basebu
 traia v
 Race m
 will be en
 Club.

An original
 in the
 on H.M.S.
 ginning a
 at their
 is a good
 mouth of
 Garden
 20 o'clock

Harbour
to 4.30, no
bill and
Head and
sea are in
p.m., and
and 9 will
sels must
more than
There w
Wall and

House for
The follo

A15-Solov
of displa

A20-Comm
central
of six re
and displ

A23-Grant
from com

A26-Grand

2.25—Grand
 2.45—Shower
 plumes,
 2.45—Tie 10
 common
 central p
 the wh
 wheatab
 2.50—Grand
 mortars
 tral stat
 2.55—Grand
 points.

- position,
- rockets,
- 9-Discharge
- trailers,
- 10-Gravel
- loading
- 11-Discharge
- three to
- at each
- 12-Gravel
- a house
- 13-Gravel
- station.

2.30 - bouquet
 2.30 - Grand
 station.
 2.35 - Grand
 a bouquet
 2.40 - Batteries
 cracker-ba
 station.
 2.45 - Discharge
 central st.
 Grand Finale.
 whiteness,
 adorned.

Nothing
will be held
in Victoria
in the park
in the 2nd
eers and

House.
PUBLIC
NO
The boys
the Sydney
ing for new
centennial

The concept
rehearsal
rare. Fort
servant with
get account
Yesterday
Lobban me
Sydney Cr
official was
quired on
were issue

It has to
pigeons and
association w
gress.
A propos
for the reli
lies have
only admit
them to be

POS

The follow
in the Pos
South Wal
stant, viz.
At the
Registration
will be op

The priv
but any bo
to his lette
and 6 a.m.
duty in the
at the tel
The cou
the afterno
interstate.
mails will

The first
by postmen
The parcels
to noon; the
noon; the
days.
Branch of
urban and
8 a.m. to
close at 6
The follo

Albury, A.
Bourke, B.
Cowra, Cob.
Innes, Gran.
Market, In.
Lismore, N.
Gera, New.
Orange, O.
Parramatt.
Tainworth,
Maitland.

The first
postmen
boxes in
will be closed
the morning

RAIL

In order

lines to-day
arranged to
run. During
the traffic
has been
far main
way to
after 8 p.m.
adopted.
they every



512662

512662

THE TURN

The following are the Newgate Job's Club's August
 drawing to be held on Monday next—
 Second Handicap, 75.—Legation, 1st 315; Bruce, 2nd
 210; Wells, 3rd 150; The Clinch, 4th 40; The 5th;
 Columbia's Court, 6th 415; R. W. W., 7th 415;
 8th 115; Leachman, 9th 115; Saw Saw, 10th 115;
 11th 115; 12th 115; 13th 115; 14th 115;
 15th 115; 16th 115; 17th 115; 18th 115;
 19th 115; 20th 115; 21st 115; 22nd 115;
 23rd 115; 24th 115; 25th 115; 26th 115;
 27th 115; 28th 115; 29th 115; 30th 115;
 31st 115; 32nd 115; 33rd 115; 34th 115;
 35th 115; 36th 115; 37th 115; 38th 115;
 39th 115; 40th 115; 41st 115; 42nd 115;
 43rd 115; 44th 115; 45th 115; 46th 115;
 47th 115; 48th 115; 49th 115; 50th 115;
 51st 115; 52nd 115; 53rd 115; 54th 115;
 55th 115; 56th 115; 57th 115; 58th 115;
 59th 115; 60th 115; 61st 115; 62nd 115;
 63rd 115; 64th 115; 65th 115; 66th 115;
 67th 115; 68th 115; 69th 115; 70th 115;
 71st 115; 72nd 115; 73rd 115; 74th 115;
 75th 115; 76th 115; 77th 115; 78th 115;
 79th 115; 80th 115; 81st 115; 82nd 115;
 83rd 115; 84th 115; 85th 115; 86th 115;
 87th 115; 88th 115; 89th 115; 90th 115;
 91st 115; 92nd 115; 93rd 115; 94th 115;
 95th 115; 96th 115; 97th 115; 98th 115;
 99th 115; 100th 115; 101st 115; 102nd 115;
 103rd 115; 104th 115; 105th 115; 106th 115;
 107th 115; 108th 115; 109th 115; 110th 115;
 111th 115; 112th 115; 113th 115; 114th 115;
 115th 115; 116th 115; 117th 115; 118th 115;
 119th 115; 120th 115; 121st 115; 122nd 115;
 123rd 115; 124th 115; 125th 115; 126th 115;
 127th 115; 128th 115; 129th 115; 130th 115;
 131st 115; 132nd 115; 133rd 115; 134th 115;
 135th 115; 136th 115; 137th 115; 138th 115;
 139th 115; 140th 115; 141st 115; 142nd 115;
 143rd 115; 144th 115; 145th 115; 146th 115;
 147th 115; 148th 115; 149th 115; 150th 115;
 151st 115; 152nd 115; 153rd 115; 154th 115;
 155th 115; 156th 115; 157th 115; 158th 115;
 159th 115; 160th 115; 161st 115; 162nd 115;
 163rd 115; 164th 115; 165th 115; 166th 115;
 167th 115; 168th 115; 169th 115; 170th 115;
 171st 115; 172nd 115; 173rd 115; 174th 115;
 175th 115; 176th 115; 177th 115; 178th 115;
 179th 115; 180th 115; 181st 115; 182nd 115;
 183rd 115; 184th 115; 185th 115; 186th 115;
 187th 115; 188th 115; 189th 115; 190th 115;
 191st 115; 192nd 115; 193rd 115; 194th 115;
 195th 115; 196th 115; 197th 115; 198th 115;
 199th 115; 200th 115; 201st 115; 202nd 115;
 203rd 115; 204th 115; 205th 115; 206th 115;
 207th 115; 208th 115; 209th 115; 210th 115;
 211st 115; 212nd 115; 213th 115; 214th 115;
 215th 115; 216th 115; 217th 115; 218th 115;
 219th 115; 220th 115; 221st 115; 222nd 115;
 223rd 115; 224th 115; 225th 115; 226th 115;
 227th 115; 228th 115; 229th 115; 230th 115;
 231st 115; 232nd 115; 233rd 115; 234th 115;
 235th 115; 236th 115; 237th 115; 238th 115;
 239th 115; 240th 115; 241st 115; 242nd 115;
 243rd 115; 244th 115; 245th 115; 246th 115;
 247th 115; 248th 115; 249th 115; 250th 115;
 251st 115; 252nd 115; 253rd 115; 254th 115;
 255th 115; 256th 115; 257th 115; 258th 115;
 259th 115; 260th 115; 261st 115; 262nd 115;
 263rd 115; 264th 115; 265th 115; 266th 115;
 267th 115; 268th 115; 269th 115; 270th 115;
 271st 115; 272nd 115; 273rd 115; 274th 115;
 275th 115; 276th 115; 277th 115; 278th 115;
 279th 115; 280th 115; 281st 115; 282nd 115;
 283rd 115; 284th 115; 285th 115; 286th 115;
 287th 115; 288th 115; 289th 115; 290th 115;
 291st 115; 292nd 115; 293rd 115; 294th 115;
 295th 115; 296th 115; 297th 115; 298th 115;
 299th 115; 300th 115; 301st 115; 302nd 115;
 303rd 115; 304th 115; 305th 115; 306th 115;
 307th 115; 308th 115; 309th 115; 310th 115;
 311st 115; 312nd 115; 313th 115; 314th 115;
 315th 115; 316th 115; 317th 115; 318th 115;
 319th 115; 320th 115; 321st 115; 322nd 115;
 323rd 115; 324th 115; 325th 115; 326th 115;
 327th 115; 328th 115; 329th 115; 330th 115;
 331st 115; 332nd 115; 333rd 115; 334th 115;
 335th 115; 336th 115; 337th 115; 338th 115;
 339th 115; 340th 115; 341st 115; 342nd 115;
 343rd 115; 344th 115; 345th 115; 346th 115;
 347th 115; 348th 115; 349th 115; 350th 115;
 351st 115; 352nd 115; 353rd 115; 354th 115;
 355th 115; 356th 115; 357th 115; 358th 115;
 359th 115; 360th 115; 361st 115; 362nd 115;
 363rd 115; 364th 115; 365th 115; 366th 115;
 367th 115; 368th 115; 369th 115; 370th 115;
 371st 115; 372nd 115; 373rd 115; 374th 115;
 375th 115; 376th 115;

this class's three
 1. Bear, near
 2. Skunk, near
 3. Weasel, C.
 4. Badger, I.
 5. Mink, S.
 6. Mole, S.
 7. Chipmunk, S.
 8. Squirrel, S.
 9. Rabbit, S.
 10. Deer, S.
 11. Wolf, S.
 12. Fox, S.
 13. Coyote, S.
 14. Lion, S.
 15. Tiger, S.
 16. Bear, S.
 17. Elephant, S.
 18. Giraffe, S.
 19. Zebra, S.
 20. Horse, S.
 21. Dog, S.
 22. Cat, S.
 23. Pig, S.
 24. Sheep, S.
 25. Goat, S.
 26. Chicken, S.
 27. Duck, S.
 28. Turkey, S.
 29. Goose, S.
 30. Cow, S.
 31. Bull, S.
 32. Pig, S.
 33. Sheep, S.
 34. Goat, S.
 35. Horse, S.
 36. Dog, S.
 37. Cat, S.
 38. Pig, S.
 39. Sheep, S.
 40. Goat, S.
 41. Horse, S.
 42. Dog, S.
 43. Cat, S.
 44. Pig, S.
 45. Sheep, S.
 46. Goat, S.
 47. Horse, S.
 48. Dog, S.
 49. Cat, S.
 50. Pig, S.
 51. Sheep, S.
 52. Goat, S.
 53. Horse, S.
 54. Dog, S.
 55. Cat, S.
 56. Pig, S.
 57. Sheep, S.
 58. Goat, S.
 59. Horse, S.
 60. Dog, S.
 61. Cat, S.
 62. Pig, S.
 63. Sheep, S.
 64. Goat, S.
 65. Horse, S.
 66. Dog, S.
 67. Cat, S.
 68. Pig, S.
 69. Sheep, S.
 70. Goat, S.
 71. Horse, S.
 72. Dog, S.
 73. Cat, S.
 74. Pig, S.
 75. Sheep, S.
 76. Goat, S.
 77. Horse, S.
 78. Dog, S.
 79. Cat, S.
 80. Pig, S.
 81. Sheep, S.
 82. Goat, S.
 83. Horse, S.
 84. Dog, S.
 85. Cat, S.
 86. Pig, S.
 87. Sheep, S.
 88. Goat, S.
 89. Horse, S.
 90. Dog, S.
 91. Cat, S.
 92. Pig, S.
 93. Sheep, S.
 94. Goat, S.
 95. Horse, S.
 96. Dog, S.
 97. Cat, S.
 98. Pig, S.
 99. Sheep, S.
 100. Goat, S.
 101. Horse, S.
 102. Dog, S.
 103. Cat, S.
 104. Pig, S.
 105. Sheep, S.
 106. Goat, S.
 107. Horse, S.
 108. Dog, S.
 109. Cat, S.
 110. Pig, S.
 111. Sheep, S.
 112. Goat, S.
 113. Horse, S.
 114. Dog, S.
 115. Cat, S.
 116. Pig, S.
 117. Sheep, S.
 118. Goat, S.
 119. Horse, S.
 120. Dog, S.
 121. Cat, S.
 122. Pig, S.
 123. Sheep, S.
 124. Goat, S.
 125. Horse, S.
 126. Dog, S.
 127. Cat, S.
 128. Pig, S.
 129. Sheep, S.
 130. Goat, S.
 131. Horse, S.
 132. Dog, S.
 133. Cat, S.
 134. Pig, S.
 135. Sheep, S.
 136. Goat, S.
 137. Horse, S.
 138. Dog, S.
 139. Cat, S.
 140. Pig, S.
 141. Sheep, S.
 142. Goat, S.
 143. Horse, S.
 144. Dog, S.
 145. Cat, S.
 146. Pig, S.
 147. Sheep, S.
 148. Goat, S.
 149. Horse, S.
 150. Dog, S.
 151. Cat, S.
 152. Pig, S.
 153. Sheep, S.
 154. Goat, S.
 155. Horse, S.
 156. Dog, S.
 157. Cat, S.
 158. Pig, S.
 159. Sheep, S.
 160. Goat, S.
 161. Horse, S.
 162. Dog, S.
 163. Cat, S.
 164. Pig, S.
 165. Sheep, S.
 166. Goat, S.
 167. Horse, S.
 168. Dog, S.
 169. Cat, S.
 170. Pig, S.
 171. Sheep, S.
 172. Goat, S.
 173. Horse, S.
 174. Dog, S.
 175. Cat, S.
 176. Pig, S.
 177. Sheep, S.
 178. Goat, S.
 179. Horse, S.
 180. Dog, S.
 181. Cat, S.
 182. Pig, S.
 183. Sheep, S.
 184. Goat, S.
 185. Horse, S.
 186. Dog, S.
 187. Cat, S.
 188. Pig, S.
 189. Sheep, S.
 190. Goat, S.
 191. Horse, S.
 192. Dog, S.
 193. Cat, S.
 194. Pig, S.
 195. Sheep, S.
 196. Goat, S.
 197. Horse, S.
 198. Dog, S.
 199. Cat, S.
 200. Pig, S.
 201. Sheep, S.
 202. Goat, S.
 203. Horse, S.
 204. Dog, S.
 205. Cat, S.
 206. Pig, S.
 207. Sheep, S.
 208. Goat, S.
 209. Horse, S.
 210. Dog, S.
 211. Cat, S.
 212. Pig, S.
 213. Sheep, S.
 214. Goat, S.
 215. Horse, S.
 216. Dog, S.
 217. Cat, S.
 218. Pig, S.
 219. Sheep, S.
 220. Goat, S.
 221. Horse, S.
 222. Dog, S.
 223. Cat, S.
 224. Pig, S.
 225. Sheep, S.
 226. Goat, S.
 227. Horse, S.
 228. Dog, S.
 229. Cat, S.
 230. Pig, S.
 231. Sheep, S.
 232. Goat, S.
 233. Horse, S.
 234. Dog, S.
 235. Cat, S.
 236. Pig, S.
 237. Sheep, S.
 238. Goat, S.
 239. Horse, S.
 240. Dog, S.
 241. Cat, S.
 242. Pig, S.
 243. Sheep, S.
 244. Goat, S.
 245. Horse, S.
 246. Dog, S.
 247. Cat, S.
 248. Pig, S.
 249. Sheep, S.
 250. Goat, S.
 251. Horse, S.
 252. Dog, S.
 253. Cat, S.
 254. Pig, S.
 255. Sheep, S.
 256. Goat, S.
 257. Horse, S.
 258. Dog, S.
 259. Cat, S.
 260. Pig, S.
 261. Sheep, S.
 262. Goat, S.
 263. Horse, S.
 264. Dog, S.
 265. Cat, S.
 266. Pig, S.
 267. Sheep, S.
 268. Goat, S.
 269. Horse, S.
 270. Dog, S.
 271. Cat, S.
 272. Pig, S.
 273. Sheep, S.
 274. Goat, S.
 275. Horse, S.
 276. Dog, S.
 277. Cat, S.
 278. Pig, S.
 279. Sheep, S.
 280. Goat, S.
 281. Horse, S.
 282. Dog, S.
 283. Cat, S.
 284. Pig, S.
 285. Sheep, S.
 286. Goat, S.
 287. Horse, S.
 288. Dog, S.
 289. Cat, S.
 290. Pig, S.
 291. Sheep, S.
 292. Goat, S.
 293. Horse, S.
 294. Dog, S.
 295. Cat, S.
 296. Pig, S.
 297. Sheep, S.
 298. Goat, S.
 299. Horse, S.
 300. Dog, S.
 301. Cat, S.
 302. Pig, S.
 303. Sheep, S.
 304. Goat, S.
 305. Horse, S.
 306. Dog, S.
 307. Cat, S.
 308. Pig, S.
 309. Sheep, S.
 310. Goat, S.
 311. Horse, S.
 312. Dog, S.
 313. Cat, S.
 314. Pig, S.
 315. Sheep, S.
 316. Goat, S.
 317. Horse, S.
 318. Dog, S.
 319. Cat, S.
 320. Pig, S.
 321. Sheep, S.
 322. Goat, S.

to the next lot, it is probable
you will come along and inspect our
lot too early to call, drop us a
note and we will send you a list of nice items
which we have just opened.
WATTS, 140-150 G Street - Adams

W. BABY (Dop), 6 weeks old, refined parentage.
Prominent peduncle.
ANXIOUS, O.P.O., Symptom
"PINKLEVER" BACON
GLOOM! Bacon is good
more than good. It's lovely.

LOCAL GOVT. ACT, exhaustively explained by
J. L. Browning, Young, and Tobolski, Barristers, cloth
ed., half calf, 25s. 6d. WOODWARD, London and Tor-
onto, 1908. 32s. The Law Book Co., Ltd., 75 O'Connell-st.

ence. Sufferers from any form of the Chest, experience delightful and it effects a Complete Cure. It is safe, and it neither allows a Cough nor where "Coughs" have been properly, a dose is generally sufficient, and

all creditors are requested to send in their claims within the next business days. WALTER KENZIE, Proctor for the Applicants, The Matland.

age1312665

ARTHUR RICKARD & CO., LTD.,
would like to sell a Block of Land
on Easy Terms to every one of the
half a million people who welcomed
the Fleet on Thursday.

Yes! we have land for sale. Plenty of it. Farm blocks, suburban allotments, week-end sections, lots for speculative purposes, and all the rest of it. The land we have for sale is cheap. It is priced right down to bedrock, and we guarantee that in every instance anything similar may not be secured for the same money. Our terms and conditions are the easiest and most generous in the State, and a cordial invitation is extended to every one, country visitors in particular, to come in and talk Land Buying on Easy Terms with us. If there's anything in this list you'd like to know more about, and you can't come in, write and we will supply the information.

Farming Blocks in Various Districts on Easy Terms.

LOTS NEAR GOOD BEACHES ON EASY TERMS.

SUBURBAN BUILDING LOTS on Easy Terms.

[illegible]

SEND FOR A PLAN.

We will be only too pleased to supply you with plans and all particulars of any of the advertised LOTS, and if you don't see what you want in the list, call or write and tell us your requirements, as we have hundreds of other Properties on our books.

ARTHUR RICKARD & CO., LTD.
84B PITT-STREET, Sellers of "Good Land" on Easy Terms.

PERFECT ORCHARD LAND.

HOUSES AND LAND FOR SALE

BECKFORD AND GORMAN FARMS, 237A ST. CLARE, CORPORA.

RICH LAND, 5 to 10 ACRES, 100 ACRES, 200 ACRES, 400 ACRES, 800 ACRES, 1,200 ACRES, 1,600 ACRES, 2,000 ACRES, 2,400 ACRES, 2,800 ACRES, 3,200 ACRES, 3,600 ACRES, 4,000 ACRES, 4,400 ACRES, 4,800 ACRES, 5,200 ACRES, 5,600 ACRES, 6,000 ACRES, 6,400 ACRES, 6,800 ACRES, 7,200 ACRES, 7,600 ACRES, 8,000 ACRES, 8,400 ACRES, 8,800 ACRES, 9,200 ACRES, 9,600 ACRES, 10,000 ACRES, 10,400 ACRES, 10,800 ACRES, 11,200 ACRES, 11,600 ACRES, 12,000 ACRES, 12,400 ACRES, 12,800 ACRES, 13,200 ACRES, 13,600 ACRES, 14,000 ACRES, 14,400 ACRES, 14,800 ACRES, 15,200 ACRES, 15,600 ACRES, 16,000 ACRES, 16,400 ACRES, 16,800 ACRES, 17,200 ACRES, 17,600 ACRES, 18,000 ACRES, 18,400 ACRES, 18,800 ACRES, 19,200 ACRES, 19,600 ACRES, 20,000 ACRES, 20,400 ACRES, 20,800 ACRES, 21,200 ACRES, 21,600 ACRES, 22,000 ACRES, 22,400 ACRES, 22,800 ACRES, 23,200 ACRES, 23,600 ACRES, 24,000 ACRES, 24,400 ACRES, 24,800 ACRES, 25,200 ACRES, 25,600 ACRES, 26,000 ACRES, 26,400 ACRES, 26,800 ACRES, 27,200 ACRES, 27,600 ACRES, 28,000 ACRES, 28,400 ACRES, 28,800 ACRES, 29,200 ACRES, 29,600 ACRES, 30,000 ACRES, 30,400 ACRES, 30,800 ACRES, 31,200 ACRES, 31,600 ACRES, 32,000 ACRES, 32,400 ACRES, 32,800 ACRES, 33,200 ACRES, 33,600 ACRES, 34,000 ACRES, 34,400 ACRES, 34,800 ACRES, 35,200 ACRES, 35,600 ACRES, 36,000 ACRES, 36,400 ACRES, 36,800 ACRES, 37,200 ACRES, 37,600 ACRES, 38,000 ACRES, 38,400 ACRES, 38,800 ACRES, 39,200 ACRES, 39,600 ACRES, 40,000 ACRES, 40,400 ACRES, 40,800 ACRES, 41,200 ACRES, 41,600 ACRES, 42,000 ACRES, 42,400 ACRES, 42,800 ACRES, 43,200 ACRES, 43,600 ACRES, 44,000 ACRES, 44,400 ACRES, 44,800 ACRES, 45,200 ACRES, 45,600 ACRES, 46,000 ACRES, 46,400 ACRES, 46,800 ACRES, 47,200 ACRES, 47,600 ACRES, 48,000 ACRES, 48,400 ACRES, 48,800 ACRES, 49,200 ACRES, 49,600 ACRES, 50,000 ACRES, 50,400 ACRES, 50,800 ACRES, 51,200 ACRES, 51,600 ACRES, 52,000 ACRES, 52,400 ACRES, 52,800 ACRES, 53,200 ACRES, 53,600 ACRES, 54,000 ACRES, 54,400 ACRES, 54,800 ACRES, 55,200 ACRES, 55,600 ACRES, 56,000 ACRES, 56,400 ACRES, 56,800 ACRES, 57,200 ACRES, 57,600 ACRES, 58,000 ACRES, 58,400 ACRES, 58,800 ACRES, 59,200 ACRES, 59,600 ACRES, 60,000 ACRES, 60,400 ACRES, 60,800 ACRES, 61,200 ACRES, 61,600 ACRES, 62,000 ACRES, 62,400 ACRES, 62,800 ACRES, 63,200 ACRES, 63,600 ACRES, 64,000 ACRES, 64,400 ACRES, 64,800 ACRES, 65,200 ACRES, 65,600 ACRES, 66,000 ACRES, 66,400 ACRES, 66,800 ACRES, 67,200 ACRES, 67,600 ACRES, 68,000 ACRES, 68,400 ACRES, 68,800 ACRES, 69,200 ACRES, 69,600 ACRES, 70,000 ACRES, 70,400 ACRES, 70,800 ACRES, 71,200 ACRES, 71,600 ACRES, 72,000 ACRES, 72,400 ACRES, 72,800 ACRES, 73,200 ACRES, 73,600 ACRES, 74,000 ACRES, 74,400 ACRES, 74,800 ACRES, 75,200 ACRES, 75,600 ACRES, 76,000 ACRES, 76,400 ACRES, 76,800 ACRES, 77,200 ACRES, 77,600 ACRES, 78,000 ACRES, 78,400 ACRES, 78,800 ACRES, 79,200 ACRES, 79,600 ACRES, 80,000 ACRES, 80,400 ACRES, 80,800 ACRES, 81,200 ACRES, 81,600 ACRES, 82,000 ACRES, 82,400 ACRES, 82,800 ACRES, 83,200 ACRES, 83,600 ACRES, 84,000 ACRES, 84,400 ACRES, 84,800 ACRES, 85,200 ACRES, 85,600 ACRES, 86,000 ACRES, 86,400 ACRES, 86,800 ACRES, 87,200 ACRES, 87,600 ACRES, 88,000 ACRES, 88,400 ACRES, 88,800 ACRES, 89,200 ACRES, 89,600 ACRES, 90,000 ACRES, 90,400 ACRES, 90,800 ACRES, 91,200 ACRES, 91,600 ACRES, 92,000 ACRES, 92,400 ACRES, 92,800 ACRES, 93,200 ACRES, 93,600 ACRES, 94,000 ACRES, 94,400 ACRES, 94,800 ACRES, 95,200 ACRES, 95,600 ACRES, 96,000 ACRES, 96,400 ACRES, 96,800 ACRES, 97,200 ACRES, 97,600 ACRES, 98,000 ACRES, 98,400 ACRES, 98,800 ACRES, 99,200 ACRES, 99,600 ACRES, 100,000 ACRES, 100,400 ACRES, 100,800 ACRES, 101,200 ACRES, 101,600 ACRES, 102,000 ACRES, 102,400 ACRES, 102,800 ACRES, 103,200 ACRES, 103,600 ACRES, 104,000 ACRES, 104,400 ACRES, 104,800 ACRES, 105,200 ACRES, 105,600 ACRES, 106,000 ACRES, 106,400 ACRES, 106,800 ACRES, 107,200 ACRES, 107,600 ACRES, 108,000 ACRES, 108,400 ACRES, 108,800 ACRES, 109,200 ACRES, 109,600 ACRES, 110,000 ACRES, 110,400 ACRES, 110,800 ACRES, 111,200 ACRES, 111,600 ACRES, 112,000 ACRES, 112,400 ACRES, 112,800 ACRES, 113,200 ACRES, 113,600 ACRES, 114,000 ACRES, 114,400 ACRES, 114,800 ACRES, 115,200 ACRES, 115,600 ACRES, 116,000 ACRES, 116,400 ACRES, 116,800 ACRES, 117,200 ACRES, 117,600 ACRES, 118,000 ACRES, 118,400 ACRES, 118,800 ACRES, 119,200 ACRES, 119,600 ACRES, 120,000 ACRES, 120,400 ACRES, 120,800 ACRES, 121,200 ACRES, 121,600 ACRES, 122,000 ACRES, 122,400 ACRES, 122,800 ACRES, 123,200 ACRES, 123,600 ACRES, 124,000 ACRES, 124,400 ACRES, 124,800 ACRES, 125,200 ACRES, 125,600 ACRES, 126,000 ACRES, 126,400 ACRES, 126,800 ACRES, 127,200 ACRES, 127,600 ACRES, 128,000 ACRES, 128,400 ACRES, 128,800 ACRES, 129,200 ACRES, 129,600 ACRES, 130,000 ACRES, 130,400 ACRES, 130,800 ACRES, 131,200 ACRES, 131,600 ACRES, 132,000 ACRES, 132,400 ACRES, 132,800 ACRES, 133,200 ACRES, 133,600 ACRES, 134,000 ACRES, 134,400 ACRES, 134,800 ACRES, 135,200 ACRES, 135,600 ACRES, 136,000 ACRES, 136,400 ACRES, 136,800 ACRES, 137,200 ACRES, 137,600 ACRES, 138,000 ACRES, 138,400 ACRES, 138,800 ACRES, 139,200 ACRES, 139,600 ACRES, 140,000 ACRES, 140,400 ACRES, 140,800 ACRES, 141,200 ACRES, 141,600 ACRES, 142,000 ACRES, 142,400 ACRES, 142,800 ACRES, 143,200 ACRES, 143,600 ACRES, 144,000 ACRES, 144,400 ACRES, 144,800 ACRES, 145,200 ACRES, 145,600 ACRES, 146,000 ACRES, 146,400 ACRES, 146,800 ACRES, 147,200 ACRES, 147,600 ACRES, 148,000 ACRES, 148,400 ACRES, 148,800 ACRES, 149,200 ACRES, 149,600 ACRES, 150,000 ACRES, 150,400 ACRES, 150,800 ACRES, 151,200 ACRES, 151,600 ACRES, 152,000 ACRES, 152,400 ACRES, 152,800 ACRES, 153,200 ACRES, 153,600 ACRES, 154,000 ACRES, 154,400 ACRES, 154,800 ACRES, 155,200 ACRES, 155,600 ACRES, 156,00

"CAMBRIDGE HOUSE" AND GROUNDS,
AT FAIRFIELD (to Close Accounts in a Deceased Estate).

TO THE DESIRABLE OF SECURING
A GENTLEMAN'S RESIDENCE HIGH AT RAILWAY STATION, IS MILES FROM SYDNEY,
35 MINUTE TRAIN SERVICE TO CITY.

MODERN ATTRACTIVE HOUSE (2 STORES), PARTICULARLY BUILT OF BRICK, WITH SLATE ROOF,
2 Halls, 8 large lofty Rooms, Kitchen, Servants' Rooms, Cellars, Cookhouse, Store-rooms, Etc.
GROUNDS WELL LAID OUT WITH FLOWERS, TREES, AND GRASSES. ALSO GOOD PADDOCKS, WELL WATERED.

100 ft. Ball with 6 or 17 Acres, or with an additional 25 Acres of First-class Greening Land (40 Acres in all).
TORMENT TITLE.

For Further Particulars apply
J. STIMSON AND SONS,
Tels. 240.
4 GLENBROOK, GLEBE, SYDNEY.

CITY WATER FRONTAGE. Very desirable.
VALUABLE BUILDING SITE.
EXCELLENT SITE FOR STORES, MANUFACTORIES, OR
SHIP REPAIRS.
G. RAND LANE, 4100, 4102, 4104, 4106, 4108, 4110, 4112, 4114, 4116, 4118, 4120, 4122, 4124, 4126, 4128, 4130, 4132, 4134, 4136, 4138, 4140, 4142, 4144, 4146, 4148, 4150, 4152, 4154, 4156, 4158, 4160, 4162, 4164, 4166, 4168, 4170, 4172, 4174, 4176, 4178, 4180, 4182, 4184, 4186, 4188, 4190, 4192, 4194, 4196, 4198, 4200, 4202, 4204, 4206, 4208, 4210, 4212, 4214, 4216, 4218, 4220, 4222, 4224, 4226, 4228, 4230, 4232, 4234, 4236, 4238, 4240, 4242, 4244, 4246, 4248, 4250, 4252, 4254, 4256, 4258, 4260, 4262, 4264, 4266, 4268, 4270, 4272, 4274, 4276, 4278, 4280, 4282, 4284, 4286, 4288, 4290, 4292, 4294, 4296, 4298, 4300, 4302, 4304, 4306, 4308, 4310, 4312, 4314, 4316, 4318, 4320, 4322, 4324, 4326, 4328, 4330, 4332, 4334, 4336, 4338, 4340, 4342, 4344, 4346, 4348, 4350, 4352, 4354, 4356, 4358, 4360, 4362, 4364, 4366, 4368, 4370, 4372, 4374, 4376, 4378, 4380, 4382, 4384, 4386, 4388, 4390, 4392, 4394, 4396, 4398, 4400, 4402, 4404, 4406, 4408, 4410, 4412, 4414, 4416, 4418, 4420, 4422, 4424, 4426, 4428, 4430, 4432, 4434, 4436, 4438, 4440, 4442, 4444, 4446, 4448, 4450, 4452, 4454, 4456, 4458, 4460, 4462, 4464, 4466, 4468, 4470, 4472, 4474, 4476, 4478, 4480, 4482, 4484, 4486, 4488, 4490, 4492, 4494, 4496, 4498, 4500, 4502, 4504, 4506, 4508, 4510, 4512, 4514, 4516, 4518, 4520, 4522, 4524, 4526, 4528, 4530, 4532, 4534, 4536, 4538, 4540, 4542, 4544, 4546, 4548, 4550, 4552, 4554, 4556, 4558, 4560, 4562, 4564, 4566, 4568, 4570, 4572, 4574, 4576, 4578, 4580, 4582, 4584, 4586, 4588, 4590, 4592, 4594, 4596, 4598, 4600, 4602, 4604, 4606, 4608, 4610, 4612, 4614, 4616, 4618, 4620, 4622, 4624, 4626, 4628, 4630, 4632, 4634, 4636, 4638, 4640, 4642, 4644, 4646, 4648, 4650, 4652, 4654, 4656, 4658, 4660, 4662, 4664, 4666, 4668, 4670, 4672, 4674, 4676, 4678, 4680, 4682, 4684, 4686, 4688, 4690, 4692, 4694, 4696, 4698, 4700, 4702, 4704, 4706, 4708, 4710, 4712, 4714, 4716, 4718, 4720, 4722, 4724, 4726, 4728, 4730, 4732, 4734, 4736, 4738, 4740, 4742, 4744, 4746, 4748, 4750, 4752, 4754, 4756, 4758, 4760, 4762, 4764, 4766, 4768, 4770, 4772, 4774, 4776, 4778, 4780, 4782, 4784, 4786, 4788, 4790, 4792, 4794, 4796, 4798, 4800, 4802, 4804, 4806, 4808, 4810, 4812, 4814, 4816, 4818, 4820, 4822, 4824, 4826, 4828, 4830, 4832, 4834, 4836, 4838, 4840, 4842, 4844, 4846, 4848, 4850, 4852, 4854, 4856, 4858, 4860, 4862, 4864, 4866, 4868, 4870, 4872, 4874, 4876, 4878, 4880, 4882, 4884, 4886, 4888, 4890, 4892, 4894, 4896, 4898, 4900, 4902, 4904, 4906, 4908, 4910, 4912, 4914, 4916, 4918, 4920, 4922, 4924, 4926, 4928, 4930, 4932, 4934, 4936, 4938, 4940, 4942, 4944, 4946, 4948, 4950, 4952, 4954, 4956, 4958, 4960, 4962, 4964, 4966, 4968, 4970, 4972, 4974, 4976, 4978, 4980, 4982, 4984, 4986, 4988, 4990, 4992, 4994, 4996, 4998, 5000, 5002, 5004, 5006, 5008, 5010, 5012, 5014, 5016, 5018, 5020, 5022, 5024, 5026, 5028, 5030, 5032, 5034, 5036, 5038, 5040, 5042, 5044, 5046, 5048, 5050, 5052, 5054, 5056, 5058, 5060, 5062, 5064, 5066, 5068, 5070, 5072, 5074, 5076, 5078, 5080, 5082, 5084, 5086, 5088, 5090, 5092, 5094, 5096, 5098, 5100, 5102, 5104, 5106, 5108, 5110, 5112, 5114, 5116, 5118, 5120, 5122, 5124, 5126, 5128, 5130, 5132, 5134, 5136, 5138, 5140, 5142, 5144, 5146, 5148, 5150, 5152, 5154, 5156, 5158, 5160, 5162, 5164, 5166, 5168, 5170, 5172, 5174, 5176, 5178, 5180, 5182, 5184, 5186, 5188, 5190, 5192, 5194, 5196, 5198, 5200, 5202, 5204, 5206, 5208, 5210, 5212, 5214, 5216, 5218, 5220, 5222, 5224, 5226, 5228, 5230, 5232, 5234, 5236, 5238, 5240, 5242, 5244, 5246, 5248, 5250, 5252, 5254, 5256, 5258, 5260, 5262, 5264, 5266, 5268, 5270, 5272, 5274, 5276, 5278, 5280, 5282, 5284, 5286, 5288, 5290, 5292, 5294, 5296, 5298, 5300, 5302, 5304, 5306, 5308, 5310, 5312, 5314, 5316, 5318, 5320, 5322, 5324, 5326, 5328, 5330, 5332, 5334, 5336, 5338, 5340, 5342, 5344, 5346, 5348, 5350, 5352, 535

[illegible]

[illegible]

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

T O OUR COUNTRY

During the Day

OF OUR ILLUSTRIOUS AMERICAN VICTORS,

we shall offer in our

GOULD-STREET SHOP

(Next to the Royal Hotel)

a Range of BUTTERINS at SPECIAL PRICES,
to commemorate the EVENT.

**PRICE FOR THE 5 (FIFTED) GARMENTS WITH
will be £2 7s 6d.**

**BUTIN THAT COMBINES ELEGANCE WITH
DURABILITY.**

A FIRST-CLASS STAY OF TAILORS
CUTTING AND MAKING

(Nine Fitting Rooms to try on our Suits)

HORDEN BROTHERS,

FEDERAL TAILORS AND CLOTHIERS.

202, 203, 207, 208, 211 FIVE STREET.

and 422 GEORGE STREET,
STUNNY.

(Country and Intermediate Visitors, come in and see
your Memorium for FUTURE REFERENCE.)

XXXXXXXXXXXXXXXXXXXX

THE AMERICANS ARE HERE

A HAPPY LOT.

Greatest numbers of them have shown themselves
lighted with the

CALLAGHAN WINDOW DISPLAY

OF BOOTS AND SHOES,

and evidently recognize the latest American style
nature of the goods shown.

Here You see our Windsor?
We are sure it would Please You.

CALLAGHAN AND SON,
285 Georgetown, Sydney.

WHILE YOU'RE HERE

to grant the great FINE! It will be to the advantage of your pocket and your health, and the advantage of the FINE will be and have your measure for a noble, fashionable S. C. Hugo Suit.

We excel in smart clothes for the young men who desire something less dressy in a suit, and we're now showing some splendid suits for the young men. Our long 28" Young's tailoring record has been a great success in the past, and the requirements of Young's men who this year detail right up to the minute. Our men's

FINE NON-FADING SERGE

36", 38", and 39".

are an embodiment of all that's done, young men, and fashionable. They are a beautiful Colonial Reformer, and is absolutely

material will give you double the output
 our service.

Our Rate of

SPECIAL QUALITY TWEEDS

36/1, 36/1,

are as fashionable and as strong as any
 you would expect to procure from such a high
 class of goods store. They are made of the
 finest and latest of the material, and are
 guaranteed all the latest, including the most
 Regatta Stripes, which have just come to hand.

Our new styles are rich, graceful, and elegant
 and will be well to look at and smart
 even if you are not well known to a new set.
 If you don't happen to be in town, we'll
 send free patterns and will pleasure send to
 your address upon receipt of your request.

B. C. HAGON,
 The Big Tailoring Business (Established 1874),
 110 KING-STREET-OLD.

**CONCERNING COMPLEXION
 BEAUTY.**

[illegible]

WANTED
 MADAME KARA BERNHARDT
 INVALUABLE
 RESTORING HEALTH AND BEAUTY
 TO THE SKIN
 AND
 OBTAINING ALL TRACES OF PIMPLES
 AND SPOTS
 Price, 50 Cts. Per Bottle only for MADAME VOTER
 On Sale at DIENHO, Chemist, 34 Fremont St.
 MADAME VOTER, 120

NEWSPYRE **MORNING** **REMARKS**
 ONE PENNY PER COPY
 In Advance Post Paid, in per Quotations

ADVERTISEMENTS
 All Advertisements charged by the amount of space
 the authorization of insertion. The number of lines and
 the number of days for which the advertisement is to be
 inserted will be ascertained. No verbal contract
 will be made.
 While every care is exercised, the Proprietors are not
 responsible for errors or omissions. Advertisements of
 transactions through accident or otherwise, or
 containing any libelous or defamatory matter, or
 containing any matter in violation of the laws of
 the State, will not be received and paid for in the
 newspaper. The advertiser is responsible for the
 contents of his advertisement, and for the damage
 done by the publication of the same. Advertisements
 will be accepted for insertion only on the street;
 also to the Branch Office, classified as to the
 nature of the advertisement, and the locality in
 which it is to be published.

ADVERTISEMENTS are classified as to the nature of
 the advertisement, and the locality in which it is to be
 published. For the convenience of readers, the
 following are the principal classes of advertisements:
 1. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 2. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 3. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 4. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 5. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 6. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 7. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 8. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 9. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 10. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 11. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 12. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 13. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 14. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 15. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 16. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 17. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 18. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 19. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 20. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 21. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 22. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 23. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 24. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 25. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 26. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 27. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 28. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 29. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 30. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 31. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 32. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 33. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 34. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 35. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 36. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 37. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 38. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 39. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 40. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 41. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 42. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 43. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 44. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 45. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 46. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 47. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 48. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 49. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 50. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 51. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 52. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 53. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 54. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 55. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 56. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 57. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 58. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 59. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 60. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 61. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 62. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 63. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 64. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 65. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 66. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 67. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 68. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 69. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 70. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 71. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 72. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 73. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 74. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 75. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 76. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 77. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 78. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 79. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 80. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 81. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 82. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 83. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 84. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 85. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 86. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 87. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 88. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 89. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 90. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 91. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 92. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 93. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 94. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 95. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 96. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 97. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 98. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 99. **ADVERTISEMENTS** IN THE CITIES OF THE STATE
 100. **ADVERTISEMENTS** IN THE CITIES OF THE STATE

Perth, Dordrecht, and Rotterdam, in the Sydney Mail.
 Notices of Births, and MARRIAGES, can be inserted
 in this Journal unaltered with the name and
 address of the person by whom they are sent.
 Notices of MARRIAGES cannot be inserted unless
 addressed as correct by the officiating Minister of
 Religion.
 THE FOLLOWING ADVERTISEMENTS ARE RETURNED
 TO THE POST OFFICE, as being contrary to the
 Regulations, in each insertion.
 THE PUBLIC NOTICE, of the Railway Station for the
 year 1860, of Advertisements and Communications to
 the Railway Station, is published on the 1st of January
 every week at 8.30, 9.30, and 10.30 p.m. on
 at 10 p.m.

TELEPHONES:
 Editorial and News Department 42
 Business and Advertising 130

BUNNYS.—Printed and published by John Fairfax and
 Sons, at the office of "The Sydney Morning Herald,"
 Pitt and Hunter streets, Saturday, August 1, 1863.